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REPORT

TOPIC Schoenwalde Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT DATE OBTAINED DATE PREPARED 15 September 1950

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REFERENCES

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REMARKS

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RETURN TO CIA

1. On 30 July 1950 a total of seventy single-engine planes and twin-engine aircraft with double rudder assembly were stationed at the Schoenwalde (N 53/Z 66) airfield. There was much flying in which ~~six~~ jet planes also took part. (1) Lieutenant Colonel Vishinsky. (fnu). was commanding officer of the field.

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 Several small groups of soldiers were training with gas masks. Trucks passed through the entrance gate of the field. (4)

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2. On 2 August 1950 at 8:05 a.m. a twin-engine plane with double rudder assembly took off from the field. Nine planes of the same type followed within 5 minutes. The aircraft headed southwest. The ten planes returned to the field at 8:50 a.m. Between 9:30 a.m. and 2 p.m. the twin-engine planes made local flights. At 3 p.m. two jet fighters with swept-back wings took off. The noise of their engines was later heard above the cloud base at an altitude of 4,000 to 5,000 meters. The planes were not seen landing. (1) At 8:15 p.m. a biplane took off and headed north.

3. On 3 August 1950 at 8 a.m. 34 single-engine, low-wing monoplanes took off for formation flying. The aircraft flew in three flights of nine planes and one flight of seven, one group after the other. They landed at the field at 9:30 a.m., took off again at 10 a.m. and landed again at 11:30 a.m. A biplane took off at 8:30 p.m. and headed north. About 20 flights were made by multi-engine planes up to about midnight.

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4. On 4 August 1950 a railroad employee at the field said that ten large railroad tank cars of fuel arrived at the field in July 1950. Only two or three tank cars had arrived in the preceding months. Three tank cars with fuel had been shipped to the field between 1 and 4 August 1950.

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The employee also said that the fuel was put into tank trucks at the spur track and trucked to the field. (5) Recently all German workers at the field have allegedly been accompanied by Soviet sentries.

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5. An estimated 40 single-engine, low-wing monoplanes and about 15 twin-engine planes with double rudder assemblies were stationed at the field on 7 and 8 August 1950. Two types of twin-engine planes were identified, a low-wing monoplane and a semi-high-wing monoplane. Of the six planes observed in the air on 2 August 1950, four were semi-high-wing monoplanes with the elevator assemblies mounted on the tail of the fuselage and a plexiglass step on the upper section of the fuselage, about in line with the trailing edges of the wings. There was no tail skid. (6) A horizontal white-red-white stripe was on the lower half of the rudder assembly of one of the low-wing monoplanes. (7) No marking was seen on the rudder assemblies of the semi-high-wing monoplanes. One plane had the number 10 on its fuselage.
6. On 2 August 1950 between 8 and 10 p.m. there were some local flights by two or three biplanes. On 3 August 1950 between 8:30 and 9:30 p.m. eight take-offs and local flights were made by biplanes in an overcast sky and a cloud base of about 800 meters. The revolving searchlight in Staaken (N 53 1/2 65) was put in operation about 10:15 p.m. The biplanes then resumed flying and made longer local flights in the direction of Staaken. The searchlight made series of ten rotations lasting about 45 seconds. After each series the searchlight stopped and beamed its light toward Schoenwalde. It was then switched off for 4 or 5 minutes. After 10:40 p.m. three take-offs, in a southwestern direction, were made by twin-engine planes. The planes had not returned to the field by midnight.
7. On the night of 7 August 1950 between 10:45 p.m. and 1:15 a.m. a formation of two jet planes repeatedly flew over Schoenwalde at an altitude of about 800 meters. The jet planes, identified by the noise of their engines, came from the northwest and headed east, flying close together. They had red, green and white navigation lights. (8) The searchlight in Staaken was not in operation.
8. Six AA guns without personnel were in the emplacement on the western edge of the field at the end of the railroad spur track. (9) Another gun of the same type was 200 meters northeast of the emplacement and about 100 meters east of the loading ramp. About 30 soldiers were training with this gun, presumably loading and aiming.
9. Two destroyed hangars were seen at the field on 8 August 1950. In the southwestern corner of the field were wrecks of former German planes on which civilian laborers were working. The cantonment buildings in the western section of the field were occupied by EM wearing blue epaulets. Trucks, from which household utensils and bedsteads were unloaded at 2 p.m., stood in front of the billets. A fuel dump, slightly camouflaged by bushes, was in the southeastern section of the field. A fuel container, 3 or 4 meters in diameter, extended about 5 meters above the ground. (10)
10. A radio station with four masts about 6 meters high, and a shed, about 30 meters, was south of the field. The station was connected with the airfield and a house west of the field by an overhead cable. (11)

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11. Two rows of aircraft facing each other stood in the southwestern corner of the field. One row consisted of 16 to 18 planes. The exact number of the other row could not be determined. Since all of the aircraft were covered with tarpaulins their type could not be identified but they were presumably single-engine, low-wing mono-planes with single rudder assemblies. (1)

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12. There was no flying between 1 and 4:30 p.m. except for the take off of a biplane at 4 p.m. toward the southwest. Trucks [redacted] the drivers of which wore red-bordered black epaulets, and fuel trucks [redacted] were seen. (4)

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Comments.

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(1) According to the number and type of aircraft observed the airfield is still occupied by a ground attack regiment and an air reconnaissance regiment equipped with twin-engine planes. The presence of jet planes is reported for the first time.

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(2) The name of the commanding officer of the field is reported for the first time.

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(3) [redacted] It is probably assigned to a ground unit of the ground attack regiment.

(4)

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(5) This is the first information on an increase in the fuel supply.

(6) According to the description the semi-high-wing monoplanes are TU-2s. The other twin-engine aircraft are probably PE-2s.

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(7) [redacted]
(8) Formation flights by jet planes have recently been observed at airfields in the Soviet Zone of Germany, such as at Zerbst and Brandenburg-Briest. [redacted] The largest formation previously seen consisted of four jet planes. The flights were performed only in good weather.

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(9) The AA gun emplacement was previously reported. [redacted]

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(10) The fuel dump is reported for the first time.

(11) A radio station, presumably an Adcock DF station, was observed west of the landing field in July 1950. [redacted] The report does not indicate whether the radio station mentioned was set up in addition to the one previously reported.

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